

**CASE  
TRACTOR MANUAL  
Instructions on Operation  
and Care of CASE 12-20  
Tractor**

**Operator's Manual**

**5208**



Reprinted






*THIS SAFETY ALERT SYMBOL INDICATES IMPORTANT SAFETY MESSAGES IN THIS MANUAL. WHEN YOU SEE THIS SYMBOL, CAREFULLY READ THE MESSAGE THAT FOLLOWS AND BE ALERT TO THE POSSIBILITY OF PERSONAL INJURY OR DEATH.*

M171B

If Safety Decals on this machine use the words **Danger, Warning or Caution**, which are defined as follows:

- **DANGER:** Indicates an immediate hazardous situation which if not avoided, will result in death or serious injury. The color associated with Danger is RED.
- **WARNING:** Indicates an potentially hazardous situation which if not avoided, will result in serious injury. The color associated with Warning is ORANGE.
- **CAUTION:** Indicates an potentially hazardous situation which if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

If Safety Decals on this machine are ISO two panel Pictorial, decals are defined as follows:

- The first panel indicates the nature of the hazard.
- The second panel indicates the appropriate avoidance of the hazard.
- Background color is YELLOW.
- Prohibition symbols such as   and  if used, are RED.



# WARNING

IMPROPER OPERATION OF THIS MACHINE CAN CAUSE INJURY OR DEATH. BEFORE USING THIS MACHINE, MAKE CERTAIN THAT EVERY OPERATOR:

- Is instructed in safe and proper use of the machine.
- Reads and understands the Manual(s) pertaining to the machine.
- Reads and understands ALL Safety Decals on the machine.
- Clears the area of other persons.
- Learns and practices safe use of machine controls in a safe, clear area before operating this machine on a job site.

It is your responsibility to observe pertinent laws and regulations and follow Case Corporation instructions on machine operation and maintenance.

# CASE

## TRACTOR MANUAL

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Instructions on Operation  
and Care of CASE 12-20  
TRACTOR



J. I. Case Threshing Machine Company  
INCORPORATED  
Racine, Wisconsin, U. S. A.

PRICE FIFTY CENTS

## FOREWORD

The better and more thorough knowledge the owner has of his tractor the greater will be the profit and satisfaction derived from its use.

The owner, to know and understand his tractor and its operation, should first have ordinary knowledge of farm machinery and farm work, and then he should acquire thorough knowledge of the tractor by study and practice. This manual has been prepared with the object in view of giving as much of this knowledge as possible. The owner, however, should not stop with the study of these instructions, but should continue to enlarge his knowledge by attending tractor courses and reading helpful articles on tractor subjects.

It is the desire of the J. I. Case Threshing Machine Company that every tractor should give the highest degree of service and every effort is made toward insuring this service in the design and manufacture of the tractor. When it passes into the hands of the owner it passes largely beyond control of the Company. The owner is urged to use good judgment and diligence in the operation and care of the tractor, and satisfactory service will follow.

**J. I. Case Threshing Machine Company,**

**Racine, Wisconsin.**



Look for the **EAGLE**  
Our trade-mark

To avoid confusion, the J. I. Case Threshing Machine Company of Racine, Wisconsin, desires to have it known by all concerned that it is not now, and never has been interested in or in any way connected or affiliated with the J. I. Case Plow Works or the Wallis Tractor Company, of Racine, Wisconsin, or the J. I. Case Plow Works Company recently incorporated in Delaware.

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## CHAPTER I

# Starting and Operating Tractor

### Starting New Tractor

A tractor should be looked over very carefully before starting for the first time to see that nothing has become loose, or has been broken or damaged in shipment. Sometimes machinery is tampered with on the cars which causes trouble unless detected and remedied.

Cinders and dirt always accumulate on a machine in transit, hence it should be thoroughly cleaned before starting.

With a mixture of kerosene and gas engine oil, clean paint and dirt from moving parts where it may cause these parts to bind or otherwise cause trouble. Sometimes the small vent hole in top of carburetor bowl or fuel tank becomes clogged. Unless this obstruction is removed the engine will not operate satisfactorily. Keep all parts clean.

The governor rod should move freely without binding or the governor action will be affected. Sometimes paint causes this to stick when tractor is new.

See that the clutch does not stick or that the brake does not bind on belt pulley, and that both engage properly when operated. Particular attention should be given to the lubrication of every bearing.

The crank case of a new tractor is supplied with fresh oil before shipping from factory. This supply should be replenished however, if oil does not flow from upper oil level hole in crank-case when plug is removed.

In cold weather the condition of the oil should be ascertained before starting the engine, as low temperature will congeal or thicken the oil and the oiling system cannot handle it. Running the engine under such conditions would ruin it in a very short time.

**The oil should either be heated until it will pour readily before it is placed in the crank case or oil of lower cold test should be used.**

Drain the oil from the crank case at regular intervals according to directions as given in the chapter on "Lubrication".

Remove valve cover from the top of motor by loosening hand screws and drop a few drops of motor oil on each valve stem and on the valve rockers and see that all operate freely when engine is turned.

Fill the radiator with clean soft water. Do not start a new engine until radiator has been filled. To do so may cause a scored cylinder.

Be sure this is clean, as dirt will clog up the water passages and interfere with the proper circulation and cooling of the engine.

Fill air washer with water to the proper level as marked upon the gauge.

Close the valve located in fuel lines from tanks to carburetor. This is a three-way valve connected to both tanks and is closed when the handle is straight down. (See Fig. 17.) The operator should become familiar with the operation of this valve before starting up the engine.

Fill fuel tanks—the small tank with gasoline and the larger one with kerosene. Open the drain-cock located at bottom of carburetor and turn valve so that pointer is toward position marked "Gas."

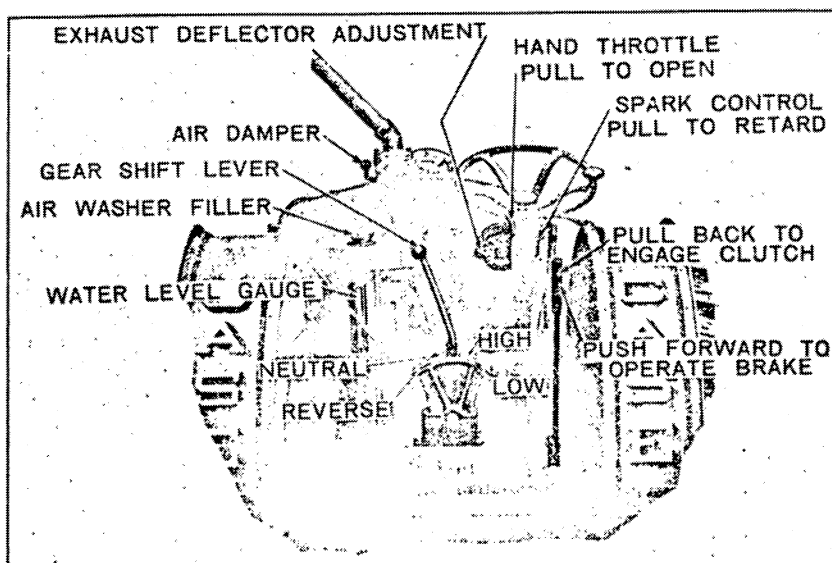


Fig. 1. Control Arrangement

Allow sufficient gasoline to run through carburetor and out of drain-cock to thoroughly wash out any sediment from the fuel line and carburetor.

The end of the exhaust pipe is covered before shipping and this cover should be removed before starting but cover should always be used when tractor is allowed to stand idle for any length of time to prevent rain from entering and perhaps reaching the cylinders.

#### Starting Engine.

Before putting the spark plugs in engine pour a small quantity of lubricating oil in each cylinder and crank engine over a few times so as to lubricate the pistons, rings and cylinder walls.

Adjust the spark plug points to a gap of about  $\frac{1}{16}$ " and wipe them clean before putting them in the engine.

Crank engine over a few times to see that everything is all right before you attempt to start it.

The carburetor should be adjusted so that needle valve is open about one and one-half turn. The engine should start on this setting. Final adjustment is made when motor has warmed up and is put on load. (See instruction for adjusting carburetor page 30.)

Set lever on manifold damper on "Hot Air" (See Fig. 19.)

To start motor both throttle and spark control levers should be in mid-position. Be sure that the short-circuiting device is not in contact when trying to start (See page 36.) Close choker valve by pulling out on the rod attached to it and crank engine over one quick turn. After one turn open choker valve, and after a slight pause turn engine over a few turns rapidly and it should start.

Avoid "flooding" engine when starting by drawing in too much fuel. Should the motor become flooded close the hand throttle and crank the engine until the excess fuel escapes.

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